

FORM NO. 51-AAA  
FEB 1952

CENTRAL INTELLIGENCE AGENCY

Document No. ☒ CLASSIFICATION CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY  
SECURITY INFORMATION

No Change In ☒

☐ Declassified

Class. Changed To: TS S C

Auth: HR 70-2

Date: 15 SEP 1978

By: ☐

COUNTRY China

25X1 SUBJECT Hengyang Railway Administration

**INFORMATION REPORT**

REPORT NO. ☐ 25X1

CD NO.

DATE DISTR. 2 June 1952

NO. OF PAGES 4

NO. OF ENCLS.  
(LISTED BELOW)

SUPPLEMENT TO REPORT NO. 25X1

**REFERENCE COPY**

DO NOT CIRCULATE

THIS IS UNEVALUATED INFORMATION

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

1. The Hengyang Railway Administration, formerly - until January 1950 - known as the Canton-Hankow Railway Administration, controls the Canton-Hankow, Canton-Sanshui, and Hunan-Kwangsi Railways. Responsibility for the management of the railways is divided among four administrative branch offices:
  - a. Hankow for the Hengyang-Hankow section.
  - b. Canton East Station for the Canton-Hengyang section.
  - c. Liuchou for the Hunan-Kwangsi Railway.<sup>1</sup>
  - d. Canton East Station for the Canton-Sanshui Railway.
2. The Canton Administrative Branch Office is on the first and second floors of the station building at Tashat'ou (1129/3097/7333) East Station and has the following departments:
  - a. General Affairs (Ying Nien K'o, 3602/2814/4430).
  - b. Personnel (Jen Shih K'o, 0086/0057/4430).
  - c. Transportation (Yun Shu K'o, 6663/6551/4430).
  - d. Transfer (Yun Chuan Shih, 6663/6567/0057); HUANG Shih-chi (7806/0013/2738) is head of this department.
  - e. Medical (I Wu K'o, 6829/0523/4430).
  - f. Public Safety (Kung An Ch'u, 0361/1344/5710).

CLASSIFICATION CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB															
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI															

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

- 2 -

25X1

- g. Traffic (Ch'e Wu Tuan, 6508/0523/3008).
  - h. Mechanical (Chi Wu Tuan, 2894/0523/3008).
  - i. Engineering (Kung Wu Tuan, 1562/0523/3008).
  - j. Labor Union (Kung Huk, 1562/2585).
3. To facilitate traffic control and maintenance, the railway is divided into four sections:
- a. Canton-Kukong (Ch'uchiang, 113-33, 24-50) - 134 miles.
  - b. Kukong-Hengyang - 150 miles.
  - c. Hengyang-Chuchou - 160 miles.
  - d. Chuchou-Hankow - 270 miles.
4. All traffic to Shanghai is diverted at Chuchou. Hengyang, besides being a large junction on the Hengyang Railway is also the northern terminus (located on the west bank of the Hsiang River) of the Hunan-Kwangsi Railway. A railway bridge of steel construction with boarding between tracks for pedestrians, handles freight cars, not locomotives or passenger cars, destined for places off the Hengyang Railway.
5. The condition of rail and ballast is good but the sleepers are in a poor state. Rails on the Canton-Loch'ang (113-18, 25-08) section are 600 kilos and of British manufacture. <sup>2</sup> Those on the section between Loch'ang and Hankow have nearly all been replaced with heavier Russian 800 kilo rails. The gauge is standard 4' 8 $\frac{1}{2}$ " for the entire railway. There are small rail dumps (20 - 30 lengths at each) at Yingte (113-21, 24-12) and Lienchiangk'ou (113-18, 24-02). Between Canton and Kukong there are about 15 dumps of new sleepers, each dump having over 1,000 sleepers. The sleepers were procured chiefly in Kwangtung. Fish-plates are manufactured locally along the Hengyang Railway.
6. There are twelve large steel railway bridges between Canton and Hankow. They are at P'achiang (113-18, 23-44), Kukong, Ch'anglai (7022/3471), Yaopu (3852/9749), Chiufeng (113-14, 25-20), Ch'enhsien (113-02, 25-08), T'ai'ping (1132/1627), Leiyang (112-50, 26-26), Chiangts'un (113-14, 23-17), Yuant'an (113-09, 23-42), Tachang (1129/3361), and Leit'ien (4913/3944). The Kukong and Yaopu bridges are the most important and are steel girder bridges, single track width, and in good condition. The Yaopu bridge is 1,500 feet in length with five girder spans of 300 feet each. The bridge stands on five piles. The Kukong bridge is 1,400 feet long with one 200 feet girder span at the north end. Bridges at Chiangts'un, Yuant'an, Tachang, and Leit'ien are without girders. Two new concrete bridges with steel lattice girders have been constructed at Paishiht'ou (112-54, 25-20) and Tap'ingli. These bridges have protecting rails, parallel to and lying one on each outer side of the main line.
7. All bridges are of single track width and boarded between rails for pedestrians. They are not convertible, even temporarily, to double track width. None have motor roads. All bridges are in good condition and regularly maintained. Bridges and tunnels are guarded by troops detached to the railway by the Kwangtung Public Safety Bureau. Large bridges are guarded by two platoons of troops armed with machine-carbines (sic) and rifles.
8. Stations with sidings of 3 to 6 tracks are Shaop'ing, Talang (112-22, 24-22), Tengchient'ang, Chiangts'un, K'utang, Yuant'an, P'ingshih, Hsinchieh, and Liuk'o. Stations with sidings of 7-14 tracks are Yingte, Kukong, Loch'ang, Paishiht'ou, Ch'enhsien, Chuchou, Ch'angsha, Wuchang, and Canton South Station.
9. On the Canton-Kukong section of the Hengyang Railway, there are 12 locomotives

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

- 3 -

25X1

Nearly all of the locomotives are of American make with a 2-8-0 wheel arrangement. None of them run through to other sections of the railway. The locomotives are in good condition and are regularly maintained; they are inspected daily by the Inspection Section of the Traffic Department. There are no apparent shortages of locomotive spares nor are any replacements necessary.

10. The minimum speed of locomotives handling freight is 16 m.p.h. and the maximum 22 m.p.h. Four gallons of low grade or 3 gallons of high quality lubricating oil and 4 tons of best quality or 7 tons of inferior quality coal are issued to each locomotive for each trip in one direction. The issue of coal and oil is about 25 percent less than before the Communist occupation. There are coal yards at Yingte and Yuant'an and ballast yards at Canton and Kukong. Watering points are at Yingte and Yuant'an only.
11. Coal used on the Hengyang Railway is bituminous and comes from the Ch'iyatung Mines about 15 miles east of Paishiht'ou on the main line. The daily production is about 2,000 tons and the quality of coal is good. The mines are under the control of the Kwangtung Military District Command. There is a coal yard at Wuch'ang which has a capacity of between 60,000 to 80,000 tons.
12. Freight cars are of British, French, German, and American manufacture and include flat, box, and covered types of 15, 20, 30, and 40 tons, the majority being 30 and 40 tons. The cars are inspected regularly and are in good condition and well maintained. Passenger cars receive similar attention, and existing rolling stock is adequate for current operations.
13. There are locomotive sheds at Canton North Station, Kukong, Hengyang, Ch'enhsien, Ch'angsha, and Wuch'ang. Joint locomotive and wagon repair shops in order of size are as follows: Hengyang, Chuchou, Canton North Station, Wuch'ang, Liaochou, Ch'enhsien, and Kukong. All spares for locomotives and rolling stock are manufactured locally. Stocks are ample and the standard of workmanship has improved.
14. The locomotive crew consists of an engineer, two firemen, and a Communist cadre working an 8 to 10 hour shift. Crews work their own sections and are not transferable to other parts of the railway. Working hours are irregular; there being no set times as in pre-Communist occupation days. The length of the crews' stop-over during a run depends on the traffic, but is generally about eight hours. Transfers of crews to other railways take place fairly frequently. Families are forbidden to accompany them and are paid 60 percent of the employee's wage, the remainder going to the employee. Communist cadres on the Canton-Kukong section are assigned to crew duties by the Canton branch of the Hengyang Railway Administration.
15. All employees of the Hengyang Railway Administration must be members of the Hengyang Railway Labor Union. The head office of the union is at Hengyang; branch offices are:
  - a. 1 Branch Office at Hengyang. This office controls all members of the Hunan-Kwangsi Railway.
  - b. 2 Branch Office at Ch'enhsien.
  - c. 3 Branch Office at Kukong.
  - d. 4 Branch Office at Canton North Station. This branch office is for members at Canton and on the Canton-Kukong and Canton-Sanshui sections of the line.
  - e. 5 Branch Office at Chuchou. For members on the Chuchou-Shanghai section of the line.
  - f. 6 Branch Office at Ch'angsha.
  - g. 7 Branch Office at Hankow.

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

25X1

16. A monthly subscription of JMP 11,000 is deducted from wages. Each member has a numbered union identity card and a metal breast-badge. There are no regular union meetings.
17. A locomotive engineer receives JMP 600,000 - 800,000 per month plus JMP 4,000 as food allowance for each day away from home. Firemen receive JMP 350,000 - 400,000 per month. Station masters receive the same pay as engineers. A track-layer received JMP 600,000 - 1,000,000 per month. For accidents involving loss of limb 70 percent of the employee's salary is payable as pension. The pension can be commuted. The pensioner has the option of delegating a male member of the family to take his place on the railway staff.
18. The Hengyang Railway Administration has two hospitals, one in Canton and the other in Hankow. There are clinics at Kukong, Yingte, Chuchou and Ch'angsha. The Canton hospital has 60-70 beds. The medical staff including nurses are all Chinese, mostly Northerners. Treatment is free except for the cost of certain drugs; employees in the hospital continue to receive their wages.
19. There is a railway co-operative store for railway employees, however, prospective patrons must buy at least a share costing JMP 12,000 before being allowed to make purchases. The difference in prices between the co-operative store and other shops is negligible. According to an official government report, a profit of JMP 7,000,000,000 was realized by the co-operative store between September 1950 and December 1951. No dividend was paid to the shareholders; they were told that profits were required to meet an overdraft with the People's Bank.
20. Power stations along the railway are at Kukong, Ch'enhshien, Yingte, Chuchou, and Canton East Station.
21. There are no schedules for freight trains on the Hengyang Railway. Generally there are about four freight trains every 24 hours; 28 to 30 cars of 30 and 40 tons makes up a freight train. Before each journey, locomotive engineers are given a load manifest, containing details of the total tonnage carried by each car, but no description of the freight. In the case of a troop train the total number of men is given. The load manifest is handed over to the station master at the destination.
1. [ ] early January 1952, 25X1  
the Hengyang Railway Administration was planning to amalgamate the Liuchou Branch Administration and the Laipin-Chennankuan Engineering Bureau into the Nanning Railway Branch Administration.
2. [ ] Comment. The length of the rails was not provided [ ] 25X1

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY